

COAMO

<i>Length, overall</i>429' 2"	<i>Gross tons</i> 7,057	<i>Propulsion</i>Turbine
<i>Beam</i> 59' 6"	<i>Speed (knots)</i> 15	<i>Passengers</i> 1,517
<i>Draft</i> 24' 8"	<i>Radius (miles)</i> 12,200	<i>Cargo (cu. ft.)</i>74,100

*Built in 1925 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Operated during World War II by Agwilines, Inc.*

THE COAMO was altered for troop use by the Bethlehem Steel Co. at New York from mid-February to early March 1942. Although on time charter to the Army, the ship is included among vessels allocated by the War Shipping Administration for want of a more suitable category in this book.

In March 1942 the COAMO departed from Charleston on a cruise to South America and Africa—going to Ascension Is., returning to Pernambuco, thence to Trinidad, back to Recife, then to Freetown (Sierra Leone), again to Recife, thence to Rio de Janeiro and Santos (Brazil), again to Trinidad and finally to Baltimore on 18 September. The ship left Baltimore two days later, via the Chesapeake and Delaware Canal, for New York.

Following a month's repairs at New York, the vessel left in late October for Liverpool arriving there on 6 November. Subsequent to the invasion of North Africa, in which event she participated, the COAMO left Gibraltar on 26 November 1942 and proceeded toward the United Kingdom. On 1 December she was detached from the convoy on orders of the British Admiralty and instructed to proceed independently. She had no cargo or passengers on board, and, never having reached her destination, was reported lost at sea.